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RAILROADS GENERALLY SUCCESSFUL
WITH 1950, FIVE-YEAR PLAN GOALS

CARLOADINGS, FREIGHT-CARRYING PLANS COMPLETED -- Moscow, Gudok, 31 Dec 50

Minister of Transportation B. P. Beshchev has announced that railroad transport has fulfilled ahead of schedule the assignments for freight turnover and carloadings established by the Five-Year Plan for 1950.

CARLOADINGS INCREASE 12.9 PERCENT -- Gudok, 31 Dec 50

In comparison with 1949, carloadings increased 12.9 percent in 1950.

The plan to increase the number of ton-kilometers by 69 percent during the Five-Year Plan has been exceeded considerably.

In comparison with 1949, freight car turnaround time has been reduced by 7.6 percent.

The state plan for carrying firewood, forest products, and salt was not completed in 1950.

The assignments for utilization of the carrying capacity of freight cars and for reducing the average length of haul were not met, and there is still much inefficient carrying.

In 1951 freight car turnaround time must be reduced by 0.4-0.5 day, primarily by reducing layovers in freight and industrial stations and by better observance of train schedules. -- L. Mal'kevich, Deputy Minister of Transportation USSR.

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FREIGHT TURNOVER ALMOST DOUBLES -- Moscow, Gudok, 27 Dec 50

During the Postwar Five-Year Plan freight turnover on the USSR railroad systems increased almost 100 percent.

OTHER INDEXES IMPROVE -- Moscow, Pravda, 3 Jan 51

Railroad transport exceeded the 1950 plan for loading petroleum and petroleum products, metals, ore, fluxes, construction materials, cement, and fulfilled the plan for carrying coal.

The railroads have made considerable progress in the utilization of basic resources, especially rolling stock, and the prewar level for such indexes as freight train weight and carloads was exceeded. During the Five-Year Plan freight car turnaround time was reduced by more than 3 days, but the level set by the Five-Year Plan has still not been reached.

LUMBERING, TIMBER CARRYING LAG -- Moscow, Gudok, 8 Dec 50

A little more than 2 months have passed since the beginning of the fall-winter lumbering season, and as of 1 December the timber enterprises of transport were to have put into the storehouses 1,066,000 cubic meters of lumber. However, a first review of the activity of the lumbering enterprises reveals that a majority of the enterprises are not meeting their assignments. Basically to blame for this situation is the poor operation of the apparatus of the Main Administration of Timber Industry of the Ministry of Transportation.

Moscow, Gudok, 10 Dec 50

It is necessary to increase the carrying of forest products in all ways possible. For timber, as for all other important freights, there is a sufficient supply of cars. There is no shortage of rolling stock; it is necessary only to use it correctly.

Moscow, Gudok, 15 Dec 50

During the last 2 months deliveries of timber to the railroad systems were 256,000 cubic meters short.

DONETS OKRUG LISTS GAINS -- Moscow, Gudok, 13 Dec 50

During 11 months of 1950 the Donets Railroad Okrug exceeded the carloadings plan. In the fourth quarter the okrug exceeded the prewar level of average daily carloadings by several thousand cars.

For the okrug as a whole the Five-Year Plan for carloadings has already been exceeded. Railroad systems which have exceeded this plan considerably are the Stalingrad, Southern, and Southeastern systems.

In 1950, freight cars turnaround time in the okrug as a whole was reduced by 3.4 hours, as against the year norm.

In 1950 the average gross weight of a freight train was 45 tons above the prewar figure.

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